

The Bloomfield Record.

Ice in India.

WHAT possible connection can there be between Lake Ontario and India? The one lies between the United States and Canada, where the winter cold seizes upon the rolling waves, and binds them tight and fast. The other, thousands of miles away, burns and dries under a tropical sun. But it is this very contrast that brings them together. Lake Ontario cools and refreshes the people living on the East Indian coast. And this is the way the good work is brought about.

Lake Ontario is so situated that in winter it freezes over a great part of its surface, forming ice several feet in thickness, fine grained, compact, and of beautiful transparency. As soon as the ice is fairly formed, the ice companies set a small army of men at work to take it away, and they are kept busy all the season. Some are on the lake cutting out the ice in huge cubic blocks; others stow them away in the wagons which are to convey them to the houses near the lake, where they are deposited temporarily; some are at work at the houses removing the ice and putting it in the building; others, again, are taking out the ice that has been waiting for transportation, and loading with it the cars in which it is to be conveyed to the different cities in the United States. The scene is a lively and busy one, and this ice business gives employment to a great number of men.

The ice intended for India is sent to Boston, and is there shipped as soon as possible. A good many vessels are employed in this service. The holds of these ships must be made very cold before the ice can be packed into them with safety, and this is done by laying down blocks of ice, and as soon as these melt, the water is drawn off and others are put in. The second blocks do not melt quite so soon as the first, and then others are let down; and the process is continued until the temperature is so low that the ice does not melt at all.

The hold is now ready to be filled for the long voyage. A thick bed of sawdust is laid on the bottom, and upon this blocks of ice are carefully and closely placed, forming a smooth, icy floor. This is covered with a light layer of sawdust. Upon this blocks of ice are packed as before; then another layer of sawdust; another stratum of ice-blocks; and so on, until the hold is filled. This packing has to be done quickly, or the ice would soften somewhat while exposed to the air. Great cranes, moved by steam, lift the enormous blocks of ice from the shorehouse or wharf, swing them over the vessel, and lower them into the hold, where the men stow them away. Steam works rapidly, and the labor goes on day and night. When the hold is filled, the hatches are fastened down and caulked, and the precious freight is safely shut up in the cold and darkness, and the ship starts off as soon as possible on her long voyage. These vessels are built for fast sailors; but, at the best, it takes a very long time to reach India. During part of the voyage the tropical sun pours its heat upon the decks; but when the ship gains her port, and the hatches are opened and the work of unloading commences, the blocks of ice taken out are as perfect as when they were put in!

The unloading once begun, it is carried on without intermission until the hold is emptied, the workmen relieving each other; but it cannot be done quite as rapidly as the loading. Some of the sailors, dressed in their warmest winter clothing, are down in the hold, pulling apart the blocks which have become frozen together, placing the ropes around them, and fastening them to the cable that passes over the pulley. Other sailors, more and more, leave the deck, and it is so hot that they are glad to dress very lightly. They are pulling at the ropes, and in this way hauling the ice out of the hold. Others are conveying it to the depots on the shore, where it is stored away in vast quantities. Near these may be seen groups of natives waiting to be served with ice, which is to be carried to the hotels and other houses. Some of these natives have already been served, and have started upon their journey into the city, six or eight of them bearing a framework of bamboo sticks and cords, in which is suspended a monstrous block of ice as beautiful and transparent as rock crystal.

And, after all the labor at Lake Ontario, after the transportation to Boston, the loading and unloading of the vessels, the sum of money that must be paid to so many workmen, and the voyage of several thousand miles, ice can be bought in the cities of India, in ordinary seasons, at three cents a pound! — *From "Ice in India."* St. Nicholas for October.

Bagdad Customs.

A correspondent of the Cleveland Herald writing from Bagdad, says:

"Among the more wealthy, the husband sleeps on a raised bedstead made of light wicker-work, called *dschekit*. It has a mattress and cushions of silk or cotton, and covered by a thick quilt, but is without curtains or mosquito net. The night air is always dry, and toward morning there usually springs up a cool breeze that dies away soon after sunrise. The wife occupies a similar bed, but always on the ground—that is, without a bedstead and at a respectful distance from her husband. The children are scattered about on mattresses, and the slaves or servants sleep on mats, but all within sight of each other. In a few houses there are low parapets dividing off the sleeping apartments, but these are rare and probably occupied by Europeans. In retiring the natives do not divest themselves of the clothing worn during the day except to lay aside the outer robes. After rising, the husband performs his devotions, and then seats himself on his carpet, where his wife serves him with a chibouk and coffee with her own hands, retiring at a respectable distance to wait for the cup, and sometimes with hands crossed, and kissing his hand on receiving the cup from it—a mark of respect very common in the East. While the husband is lounging on the carpet or cusions, smoking his morning pipe, the women of the family generally pray, reciting through the same forms and prostrations as the men, but the children under 12 years of age never join in the devotions."

WANTED.—A bird's eye view from the top of the morning; A receipt for the dews of the eve; A leg of a toadstool; A pig from the pen that is mightier than the sword; A map of the State of Matrimony; Knots from the Board of Foreign Missions; A oil drawn on the banks of the Shannon.

When sorrow has left us, "traces," what has become of the rest of the "harness"?

Driven to Death by a Curse.

Miss Cross a school-teacher in Stark, N. H., lately committed suicide by drowning, under the following circumstances, as related by a local paper: She had charge of the school for several weeks. The scholars thought much of her, and till within a short time before her death she kept an orderly and excellent school. But during the last week all seemed to be disorder and confusion in the school. The committee, Dr. A. Thompson and M. T. Pike, Esq., having heard of the fact, visited the school on Friday, and found it much as above described, on which, after the school was dismissed, they kindly talked with her privately relative to the school, told her how it seemed to them, and advised her as she appeared pale and nearly sick, quietly to go to the agent and resign her position; or if she felt strong enough to go with the school and thought she could improve in the particulars they mentioned, she could do so. She said she would determine what was best between that time and the hour of school the next morning. They left for their houses. She did not return to her boarding house that night, and her friends became alarmed. The school house was locked. On looking in at the window the key was seen on the floor. On entering they discovered on her desk some little articles of value she had taken from her person and the following note, addressed to her sister:

DEAR MARY: All I have to say is that the curse is fulfilled. The daughters shall die if nothing is done before they are twenty. Ask Albert Thompson and Thomas Pike why. Good-bye.

Laura.

Search was made for her body. The school-house was situated on the bank of the river, where the water was deep and still, and the body was found near by. Before the coroner's jury, her sister explained the note, by relating that they were the children of Amos K. Cross, of Waterford, Me., and that in consequence of some difficulty between them, her father separated from his first wife, and was again married, on which his mother, taking sides against him, pronounced with dreadful emphasis this curse on her son's children: "His daughters shall die in sorrow if not in shame, before they were twenty, and the sons shall be cut off in infancy!" She said that for some time Laura had constantly dwelt upon the subject of the curse, and the more so, recently, as she was nearing the age of twenty, and she had done, and said things which had caused her to think her sister meditated suicide. And her room-mate testified that only a week before she had spoken of it to her, and alluded to the fact that she was over nineteen years of age, and if the curse was fulfilled she had but a short time longer to live. The fact that some of her brothers died in infancy tended to strengthen the superstition, so that insanity and death were the consequence.—*New York Sun.*

CHANGE IN THE CABINET.—Now that the President's Long Branch season is over, it is confidently asserted that there will be a change in the cabinet, and that before the first of December. It is known that the President and all heads of departments have brought largely of ticks for the next Grand Gift Concert of the Public Library of Kentucky, to draw on November 30, and flatter themselves that they will capture one or more of the large prizes, which will make plenty of change in the cabinet.

MONTCLAIR RAILWAY.

On and after Monday, July 20th, trains will be run as follows:

GOING WEST.—Leave NEW YORK at 7:05 A. M., on Mondays, Wednesdays and Fridays, and return at 4:15 P. M.; Tuesdays and Thursdays, and return at 4:20 P. M.

MONTCLAIR 7:45 A. M. 8:45 A. M. 2 and 2:45 P. M.

MONTCLAIR 7:53 A. M. 8:53 A. M. 2:14 P. M.

BLOOMFIELD 8:00 A. M. 8:00 A. M. 2:20 P. M.

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